

**IN THE CLAIMS**

1. (cancelled).
2. (currently amended) The arrangement according to ~~claim 13~~ claim 5, wherein the wheel support is integral with each respective swinging arm.
3. (currently amended) The arrangement according to ~~claim 13~~ claim 5, wherein each swinging arm includes a housing which encircles the respective drive shaft and extends towards the gearbox.
4. (cancelled).
5. (currently amended) A vehicle driveline and suspension arrangement comprising a hollow chassis which extends longitudinally relative to the vehicle and which contains a driveline for transmitting power to a pair of wheels suspended from the chassis, each wheel being mounted on a swinging arm which is pivoted at one end on the chassis and which extends longitudinally relative to the chassis, the other end of each swinging arm carrying a wheel support and final drive for the respective wheel, a respective resilient suspension member connected at one end to the chassis and at the other end to each respective swinging arm, a drive shaft extending transversely between each final drive and a gearbox which forms part of the driveline within the chassis, each drive shaft being connected with its respective final drive and the gearbox via respective flexible couplings and each drive shaft comprising a pair of shaft halves which are slidable with respect to each other, each drive shaft being enclosed substantially along its entire length and each swinging arm being guided on the chassis against lateral movement relative to the chassis during pivoting[[.]]  
~~The arrangement according to claim 13~~, wherein each swinging arm is guided on the chassis by a guide mounted on the chassis and a slide mounted on the swinging arm, said slide being slidably mounted in the guide to constrain lateral movement of said swinging arm.

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6. (previously presented) The arrangement according to claim 5, wherein said guide is located longitudinally between the pivot axis of the swinging arm on the chassis and the drive shaft.

7. (currently amended) The arrangement according to claim 5, wherein said guide is located on the opposite ~~site~~ side of the drive shaft from the swinging arm pivot axis.

8. (currently amended) A vehicle driveline and suspension arrangement comprising a hollow chassis which extends longitudinally relative to the vehicle and which contains a driveline for transmitting power to a pair of wheels suspended from the chassis, each wheel being mounted on a swinging arm which is pivoted at one end on the chassis and which extends longitudinally relative to the chassis, the other end of each swinging arm carrying a wheel support and final drive for the respective wheel, a respective resilient suspension member connected at one end to the chassis and at the other end to each respective swinging arm, a drive shaft extending transversely between each final drive and a gearbox which forms part of the driveline within the chassis, each drive shaft being connected with its respective final drive and the gearbox via respective flexible couplings and each drive shaft comprising a pair of shaft halves which are slidable with respect to each other, each drive shaft being enclosed substantially along its entire length and each swinging arm being guided on the chassis against lateral movement relative to the chassis during pivoting[.]]  
~~The arrangement according to claim 13~~, wherein each swinging arm is guided against lateral movement by a transverse swinging arm mounted on the chassis.

9. (currently amended) The arrangement according to ~~claim 13~~ claim 5, wherein said wheel final drive includes a reduction gear.

10. (previously presented) The arrangement according to claim 3, including a wheel brake comprising a brake disc and a brake saddle mounted in the swinging arm housing which extends towards the gearbox and wherein the brake saddle is pivotable between active and inactive positions, the housing including a shutter covering an opening in the wall of said housing and the

brake being accessible through said shutter.

11. (previously presented) The arrangement according to claim 10, wherein the opening is substantially aligned with said brake saddle, and wherein, when said shutter is opened the brake saddle passes through said opening to its inactive position.

12. (currently amended) The arrangement according to ~~claim 13~~ claim 5, wherein a reduction gear for each wheel is mounted in the chassis.

13. (cancelled).

14. (new) The arrangement according to claim 8, wherein the wheel support is integral with each respective swinging arm.

15. (new) The arrangement according to claim 8, wherein each swinging arm includes a housing which encircles the respective drive shaft and extends towards the gearbox.

16. (new) The arrangement according to claim 15, including a wheel brake comprising a brake disc and a brake saddle mounted in the swinging arm housing which extends towards the gearbox and wherein the brake saddle is pivotable between active and inactive positions, the housing including a shutter covering an opening in the wall of said housing and the brake being accessible through said shutter.

17. (new) The arrangement according to claim 16, wherein the opening is substantially aligned with said brake saddle, and wherein, when said shutter is opened the brake saddle passes through said opening to its inactive position.

18. (new) The arrangement according to claim 8, wherein said guide is located longitudinally between the pivot axis of the swinging arm on the chassis and the drive shaft.

19. (new) The arrangement according to claim 8, wherein said guide is located on the opposite side of the drive shaft from the swinging arm pivot axis.

20. (new) The arrangement according to claim 8, wherein said wheel final drive includes a reduction gear.

21. (new) The arrangement according to claim 8, wherein a reduction gear for each wheel is mounted in the chassis.